

TRAIL RIDER

M A G A Z I N E

June 1994 \$2.00

SPECIAL ALL-TALK ISSUE:
RANDY HAWKINS
SCOTT PHELPS
JEFF FREDETTE



KTM'S NEW STREET-LEGAL R/XC: BOOMING IN BAJA
YAMAHA WR250Z: WHO SAYS IT'S TOO FAST?
SANDY LANE • HOPPING UP KDX'S

EASTERN NEWS

BLACKWATER UNCERTAIN

As of this writing, the promoters of the annual Blackwater 100 GNCC hare scrambles were deeply involved in negotiations with Monongahela Power Company, the owners of the land used for the nationally-known race. Mon Power closed the land to all vehicular recreation—including mountain biking—earlier in the year, which of course stopped the Blackwater 100 in its tracks. This does not affect the Blackwater 200 Dual Sport ride, scheduled for June 11th and 12th at the Blackwater Lodge in Davis, which will go on as planned. However, the infamous Blackwater 100 may still go on in the same location; or, failing that, in a new location fairly close by the Davis, West Virginia, traditional start. We wish we had more to tell you, but Racer Productions says they won't know anything conclusive until at least May 1, and we can only suggest that you call them at (304)594-1157 or call us here and perhaps we can tell you. Wherever it happens, this year will mark the 20th anniversary of the Blackwater 100.

STATE CLEAN-UP

The ECEA and the Burlington County Federation of Sportsmen's Clubs got together this past April for their annual State Forest clean-up in South Jersey. Once again, members of the ECEA were the largest group participating in the clean-up, which covers practically all of the area

SORRY, WRONG NUMBER

It has been brought to our attention that we produced an ad for Mike's Cycle Supply with the wrong phone number printed in it. The ad in question is the little ad back in the Yankee Trader section, and the correct phone number is (504)355-4525. Our sincere apologies to Mike and Marie and everybody at the shop. Call them and tell them what fools we are.

SORRY, NO NAME

Last month's cover shot ran without a photo credit on the table of contents page. Normally we don't credit a photo when it's taken "in house" here, but in this case we were off by a mile. Jay Chittenden, famed photographer up NETRA way, took the shot and we humbly ask his forgiveness for the slip up. Next time, we'll credit him twice.

SORRY...AH, FORGET IT!

If you're subscription has come up for renewal lately, you've noticed we've switched from pink renewal notice cards to a subdued green color. Also, it's quite obvious that we're offering special renewal rates for all you faithful subscribers. What isn't so obvious is that you can indeed still renew for one year at \$18, as well as the multi-year deals. The cards make it look like you can only renew for two or three years, which is far from the truth. We are now getting a rubber stamp made to correct the 12,000 or so cards we have here in the office...oh, what fun!



The traditional joys of Blackwater...is it over?

PHELPS IS PHLYING

If it isn't already obvious, we had no reporter brave enough to fight the last snows of winter to get to the Clarke's Wild Ride hare scrambles, first scrambles on the NETRA calendar (way back in February). No we weren't there, but we know who won...apparently NETRA hare scrambles champ Scott Phelps roosted from flag to flag and ran away with the event, so Phelps is on his way to another title if he doesn't slow down!

NORTON, TOO

Speaking of flying, Team Mirage's Tommy Norton is really hauling buns. The latest report we received from the Flying Turtle tells about how he begged a ride on Moose Racing's 250 KX for the Shasta Dam, California, round of the AMA National Hare Scrambles series. He wasn't planning on going to the event, but decided to after Scott Summers broke his arm at Loretta Lynn's AMA/GNCC double header (have to capitalize on those points, you know). So he picked up the bike in Denver, along with Pete Denison's Blazer, drove to California, raced the event and finished second overall. What this has done is move him into second place points—for the season, so far—in the AMA series, right behind Rodney Smith. This is in addition to his second place points in the GNCC series behind Fred Andrews. You know what this means: one mistake from either of these guys, and we may be looking at Mr. Norton winning a national championship! Good on him! Unplug and uncork it, Turtle Boy!

used for South Jersey enduros every year. There were approximately 100 ECEA members signed up at Wharton State Forest, 13 ECEA people cleaning at Lebanon State Forest, and 45 members working at Belleplain State Forest. The ECEA attendance dwarfed the turnout of hunters at the cleanup, and according to people on hand for the event, there were no Sierra Club members represented at the cleanup (although the Sierra Club is always ready to step forward to complain about everything and anything, apparently cleaning up trash is beneath the yuppie scum). Wait a minute...did we actually say that? And this used to be such an objective news column. Oh well, let it stand. The day before the clean-up, 11 ECEA members braved possible tornadoes and nasty thunderstorms to help the state forest plant tree seedlings as part of New Jersey's reforestation program.

ECEA BANQUET

The East Coast Enduro Association will hold their end of year banquet and awards presentation this winter on January 28, 1995 in Wilmington, Delaware. More news and information as the date gets closer, but in the mean time mark your calendar, and think of all the enduros to ride between now and then.

NAMES AND ADDRESSES

New England Trail Rider

Association
(NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association

(ECEA)
212 Cedar Street
Lakewood, NJ 08733
(908)657-6338

Pennsylvania Trail Riders Association

(PATRA)
Box 77
Thomasville, PA 17364
Budds Creek Hare
Scrambles

P.O. Box 156
Budds Creek, MD 20650
(301)475-2000
Racer Productions
(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

AMA

P.O. Box 6114
Westerville, OH 43081-
6114
(614)891-2425

Southeastern Enduro and Trail Riders Association

(SETRA)
P.O. Box 1935
Roswell, GA 30077-1935

New York Hare Scrambles Series

(315)895-7654
District 4 Enduro Comm.

568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association

P.O. Box 554
Lebanon, PA 17042
(717)272-6896
Blue Ribbon Coalition
P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

WHERE TO RIDE

June 1994

6/4-5 AMA National Dual Sport
Lesterville, MO (314)576-4013
6/5 GNCC Hare Scrambles
Laurel Ridge, OH (304)594-1157
6/5 AMA National Enduro
Wrentham, MA (508)699-8592
6/5 Green Marble Enduro
Whiteford, MD
6/5 King Philip National Enduro
Wrentham, MA
6/5 NY State H.S. Series
Cattaraugus, NY (716)532-3355
6/11-12 Jack Noga Two-Day Turkey Run
Louden, NH
6/11-12 AMA National (Blackwater) Dual
Sport
Davis, WV (304)594-1157
6/11-12 AMA National Dual Sport
Lake Isabella, CA (818)701-1913
6/12 AMA National Enduro
Wellston, OH (614)384-2286
6/12 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
6/12 New England Champ. Enduro
Somers, CT
6/12 VCHSS Reddy Hole H.S.
Ivor, VA (804)488-6315
6/12 OCCR Dual Sport
South Jersey
6/18-19 AMA National Dual Sport
Mt. Hood, OR (503)649-4451
6/19 Blackwater 100 GNCC
Davis, WV (304)594-1157
6/19 ECEA Hare Scrambles
VFTR; Eastern PA
6/25 Dam Good Junior Enduro
Thomaston, CT
6/25-26 AMA ISDE Qualifier
McMinnville, OR (503)472-6567
6/25-26 AMA National Dual Sport
Mammoth Mountain, CA (818)348-8381
6/26 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
6/26 NY State H.S. Series
Moravia, NY (315)784-5473
6/26 Dam Good Hare Scrambles
Thomaston, CT
6/26 Mohawk Dual Sport
Adams, MA
6/26 VCHSS Land Shark 100 H.S.
Pulaski, VA (703)992-1446
6/26 Shotgun Run Enduro
Hobie, PA

NEW CLASS AT BEEHIVE

The annual Beehive enduro in Mauricetown, New Jersey (August 28) is going to feature a new, tougher split-loop format to take points away from the A and B riders while still giving the C riders the easy, non-demanding course that they've all come to know and love. The C riders, Dual Sport, Vintage and Trailrider class all ride the easier loop, but the club will also try to set the loops up so that C riders who sign up with B or A riders will split off with them in the morning, but then be able to finish the last part of the event riding together again. The new Trailrider class is a non-points-paying class open to anyone riding their first or once-a-year enduro with no ambition to do battle with the C riders. If all works out according to Competitions Dirt Riders' plans, it should be a really interesting enduro. We'll keep you posted as the Beehive gets closer. □

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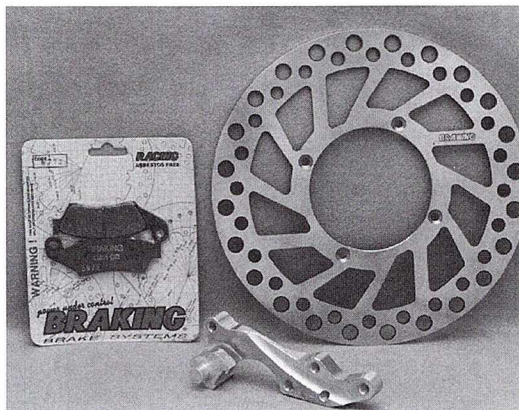
THE REST of the WORLD

STILL MAICO?

In Rick Sieman's article on the end of Maico's domination of the off-road market last month, he gave the impression that Maico was dead and gone, which isn't exactly true. You can still buy Maico motorcycles and parts in the U.S., although you have to hunt for them, since Maico does nearly zero promotion or advertising. Actually, since the article came out we learned that Pinsonault Moto-X Equipment in Ludlow, Massachusetts, is offering Maico motorcycles now, and there are others in the region and the country. A good place to find Maico dealers is by checking the back of a copy of Cycle News. And keep in mind that Maicos can still be competitive—Tom Folkl, of the Ridge Riders Motorcycle Club, won the A Open class in the ECEA enduro series last season, on a Maico.

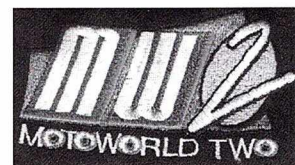
STOP YOUR RMX

If you have an RMX Suzuki and haven't been happy about the stopping power of your stock brakes, don't feel alone. Apparently, Braking USA felt that the RMX brakes could really use some help, so they created an oversize brake disc kit for the RMX. Available for the front or rear, the kit consists of a 260mm Braking laser-cut rotor, a bracket to relocate the caliper, and a set of Braking brake pads. The whole setup is said to deliver serious stopping power, and you can learn more at your Braking dealer, or direct from Braking at (310)798-4810. Tell Ludo that Trail Rider told you to call.



WATCH MOTOWORLD 2

You say you've heard about Motoworld 2, the "alternative" motorcycle show hosted by Jerry Bernardo, but haven't been able



to find it in the TV guide? Not surprising, since it's a plot by noted right-wing organizations to keep this sort

of TV material away from us. However, we have come into possession of an actual program guide from Seals Communication, and we can tell you the air dates and times for the next couple of months. They are: June 3, 6:30 PM; June 4, 2:30 AM; June 10, 6:30 PM; June 11, 2:30 AM; June 17, 6:30 PM—is a pattern starting to emerge?—June 18, 2:30 AM; June 24, 6:30 PM; and June 25, 2:30 AM. In July the times are 6:30 PM on 7/7, 7/15, 7/21 and 7/29. 7:00 PM on 7/2, 7/9, 7/16 and 7/23; and 2:30 AM on 7/9 and 7/23. Find out if your cable carrier offers Motoworld 2 by asking them if they include ESPN 2 in their basic service, and if not, why not.

MORE ISDE NEWS

As you well know by now, the 69th International Six Day Enduro will be held this year outside of Tulsa, Oklahoma, on

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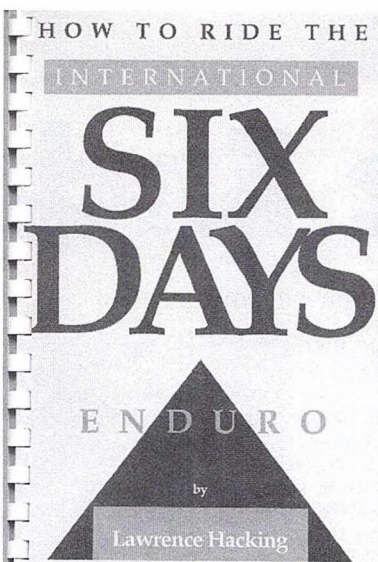
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Just off exit 21 of Interstate 91 in Massachusetts

September 20 through the 25th. We lately received word that the opening ceremonies will start on Saturday, September 17th with a parade through the town of Sand Springs, OK, and an international show featuring concert pianist Dr. Peter Simon. At the same time, a street festival will be taking place in the town. The next day, Sunday, will see two rodeos planned in honor of the event, to continue the celebration...which will likely still be carrying over from Saturday night, if you know what we mean. The event proper begins on Tuesday morning, the 20th, and runs until the final motocross on Sunday, September 25th. For information on travel and accommodations, contact Ambassador Travel at 1-800-777-3705 and let them know about all this free ink Trail Rider has been giving them.

RIDE THE ISDE

Maybe you will, maybe you won't. But we recently came across an interesting little book that should be required reading for anyone attempting to qualify and ride the ISDE, or even people mildly interested in



3P4, Canada.

MAGIC AIR

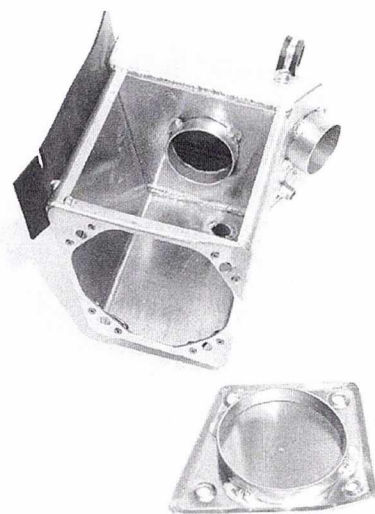
For the Suzuki DR/DRS 350 rider who has everything—Cycle Gear offers their Magic Air Box, a welded-aluminum replacement for the stock 350's airbox that definitely wins huge points for trickiness...no lie, this is the slickest, coolest airbox you've ever seen. Besides that, the whole set-up claims to give you a three to seven horsepower increase, a 1000 rpm rev increase, and easy-access filter door with Dzus fasteners for ultra-rapid filter service. You'll go faster just knowing you're sitting on this airbox!

possibly competing. The book is called How To Ride the International Six Days Enduro and it was written by a Canadian chap named Lawrence Hacking. Naturally, it was written from a Canadian perspective, but Mr. Hacking has gone to great lengths to make sure 90 percent of the book is also applicable to American riders. It is a low-budget book, low on style and chock-full of typos, but long on information and anecdotal folklore that will be invaluable to an aspiring ISDE rider. Get it for \$9.95 plus \$3 shipping and handling from Lawrence Hacking, 3493 Sanderling Crescent, Mississauga, Ontario L5L

The price for this piece of art is \$199.99, with an Acerbis splash guard and Uni two-stage air filter. Learn more from Cycle Gear, 1-800-CYCLE-GEAR

CATALOG WATCH

Just in time for the summer riding season, Whitehorse Press has released its 1994 catalog of books, videos and accessories for motorcycle and travel enthusiasts. We're not kidding—if you're looking for an obscure motorcycle book, chances are Whitehorse either has it or knows where to get it. Get their free catalog from Whitehorse Press, 154 West Brookline Street, Boston, MA 02118; (800)531-1135





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Sandy Lane Enduro

Is everybody ready for the new season?

by Mark Uth

photos by Clipper and Jungle Dave

Green Bank, NJ 3/20

Old adage: "Even the best laid plans sometimes go awry". Postulate: "Other times even the worst whacked-out ideas succeed magnificently". Footnote: "Feed the mayo to the tuna".

Sandy Lane in the spring; in March; after the worst winter the Pine Barrens have seen in nearly a decade. If this doesn't raise some red alarm flags, then you should be reviewing my tax return. It didn't take much stretch of the imagination to suspect that this year's ECEA kickoff had the potential to be a real nut cracker.

Hopes that there would be some miraculous spring thaw prior to the race never really materialized. Our casual trail riding in the pines the weekend before found a considerable number of thick milk-white ice floes defying the calendar, steadfastly covering various shaded and deeply watered low lands. The week immediately prior to the race did little to change things; Thursday and Friday before the race saw more snow fall on both days—trace amounts that quickly melted, but snow nonetheless. Quite frankly, we didn't know what worried us the most—potential frozen puddles and black ice, or formidable water crossings!

However, the guys in red hats, led by Trail Boss Henry Braaksma, somehow pulled this one off, combining excellent trail layout with above average race day weather conditions. That and perhaps some sort of pact with an evil deity, resulted in a course that managed to miss nearly all but the wimpiest standing water, kept riders on the gas (and the blood flowing)

nearly the entire day and used the naturally tight terrain to take some serious points from all riders.

Run on March 20 from the Interboro Gun Club in Green Bank, New Jersey, race day was well anticipated as a result of nice weather. Actual conditions varied slightly; while clear azure skies made for the picture perfect day, the persistently stiff winds led to blustery conditions that felt brisk, if not cold. The day's high temperature might have approached the 50 degree mark. Fortunately, the trail kept riders pumped with plenty of special tests while a newly installed wood stove back at the gun club kept everyone else cozy.

As expected, trail boss Braaksma made use of pinelands forest found on private and public lands in and about the Wharton State Forest. Not-so-typically, the morning trail greeted riders with a swing east into Bass River State Forest lands, filling the void left by absence of Pine Barrens enduro. The Meteor guys managed to find plenty of underused trail in the area that traversed some nice terrain in the characteristic pine and deciduous forest.

For novice riders, the other big change for '94 was Meteor's abandonment of the split loop format. While in past years, virtually all feedback from the C class lauded the abbreviated C loop, it generated little fanfare within the core of the ECEA, and perhaps was even a liability during end-of-the-year rating of enduros. It just wasn't worth the trouble. The '94 course was again a single loop that totaled up to a little under 75 ground miles. Run by entrants in all classes, it was divided by a morning gas available and the midday gas stop, both remote from the start.

The morning leg started out with a short timekeeping section run at 18 MPH on single and two track trail in the woods south of Maxwell. After this warm up, riders were bounced out onto the pavement for a connector to the Bass River Forest. Shortly after re-entering the woods east of the Harrisville ruins, riders were treated to the first of two really nice single track points taking sections. Each 24 mph section lasted for approximately 5-6 miles, and was sandwiched by checks coming and going. The checkout to the latter was an emergency check as well and saw all riders dropping points. At this point the odo read about 36 ticks down and it seemed that riders could



This is all most people see of Mike Lafferty, if they see him go by at all. The ECEA Champ started the season off right with an overall at the Sandy Lane.

relax for awhile for a leisurely push toward the morning gas available. However, the Meteor guys threw in a sneaky check after a short, tight fire cut section. Riders who napped here might have been clipped for an additional point or two.

The run from the AM gas available to the midday gas stop was an uneventful, untimed, jaunt down the red dirt roads of the west plains. The gas stop granted a 30 minute break, allowing riders to ponder



John Rogers came out of the A Medium class to win High Point A for the day.



Mike Borelli senior, one of Meteor's favored patriarchs, performed the starting honors at this year's event.



Winter-rusty bodies and soft early season trails at the Sandy Lane combined to produce more than a fair share of soil sampling.

the upcoming Coyle Field special tests. Barely disguised on the route sheet at all, the afternoon activities would consist of three points taking sections run through the "bunta" shrubbery of Coyle Field. The first two sections were short 3+ mile romps, while the final special test dragged on for a debilitating six miles of handlebar-wide trees and rolling sugar sand. Again riders were checked in and out with secret checks, except for the final section which



At first glance, you only notice the weird headlight. Look closer and you'll see it's one of the ancient Triumphs in the Vintage class.

timed emergency points as well.

Serious points loss ensued.

After Coyle, the course headed south for Oswego Lake and a likely timekeeping trail ride home. However, in another twist, the course headed down Jenkins Road, across Godfrey's Bridge and dumped riders into three miles of clear fire cuts run at a fast and furious 24 mph. Early on, this section was a blast as riders hammered down the fresh plow lines past several well-placed spectator points. However, as trail conditions deteriorated, it became more and more difficult for riders to keep up the

pace in the section; many novice riders dropped points at the final known control.

As riders congregated back within the toasty confines of the gun club, referee Mike McHale saw that results were tallied and posted in a timely manner. What emerged was a repeat of last year's Sandy Lane results that found the Lafferty brothers sweep the top three overall positions while distancing themselves from the rest of the field. Leading the brothers was Overall Champion Mike Lafferty, who piloted his DMS sponsored KX250 to win with 14 points. Jack Jr. and Richard followed in the second and third overall slots, scoring 17 and 18 points, respectively. The top five overall was rounded out by a pair of A class riders. Aboard his Yamaha WR250,

John Rogers filled the fourth overall slot, and claimed the High Point A trophy to boot. John narrowly edged out runner up Hank Stankiewicz, 21/660 points to 21/703.

High Point B was won by Veteran class rider Terry Tucker who carded 26 for the day. Terry was followed by the B250 class's Bill McConnel who dropped 27, and Vet rider Vic Chalow's posted 28 score. In C class action, Medium Light rider Ellis Tomlin embarrassed (or sandbagged, depending on your viewpoint) the entire C field with an excellent 32 point score. This was good for a 26 point margin of victory. Trophies presented were the same nice plaques as past several years (genuine imitation red marble this year), awarded to 5



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You want tight stuff? The afternoon loop was so tight you needed a crowbar to pass.

places within the various A and B classes. Top C Class finishers were awarded of decorous trophies of ample size to a full 10 places.

In the aftermath of the day's events, we heard nary a complaint from any of the 300+ entrants who braved the potential March madness. On the positive side, there were many attributes to like—the large number of special tests that served to spread out the field, fine trail conditions with no stoppers, good spectator spots, and check placement that ensured fair competition. We loved the AM trail sec-

tions in and about Bass River and chuckled the whole way into the known control at the end of the day. All in all, a fine job done by all concerned. A hearty thanks is

owed the members of the Interboro Gun Club for once again playing the gracious host, and a slap on the back to Meteor for an excellent season kickoff. □

Sandy Lane Enduro Class Results			5. William J. Maco	31	1. Brian Russell	32	4. Chip Furlong	129
Mike Lafferty	14	A Four Stroke	1. Todd Reder	33	2. Dwayne Shirk	33	5. Ray Kollman	245
Grand Champion			2. Mark Larsen	33	3. James Cook	38	C Medium Light	
John Rogers	21		3. Mark Young	35	4. Jason Batchelor	38	1. Todd Lockhard	58
High Point A			4. Erik Nijkamp	37	5. Frank Gluck	38	2. Todd Quinn	60
Terry Tucker	26		5. Darrin Russell	39	B Medium		3. Anthony Palumbo	68
High Point B			A Super Senior		1. Bill McConnell	27	4. David Van Pelt	78
Ellis Tomlin	32		1. Charles Stapleford	23	2. Craig Cossaboon	29	5. Tom Johnson	78
High Point C			2. Ralph Wilkesham	56	3. David Maco	32	C Medium	
AA			3. David Crum	57	4. James Wright	34	1. Michael Hickman	60
1. Jack Lafferty Jr.	17		4. Ray McAloon	62	5. Scott Lewis	37	2. Kevin Heslin	64
2. Richard Lafferty	18		5. George Clickner	63	B Heavy		3. Michael Bradway	65
3. Dale Hiles Jr.	23	A Senior			1. Mark Uth	31	4. Victor Schiavore	67
4. Ed Hamilton	23		1. Jack Lafferty Sr.	26	2. Bill Aarde Jr.	32	5. Richard Stoltzfus	73
A Light			2. Scott Wolf	28	3. Michael Arendasky	39	C Heavy	
1. John Smith	24		3. David Barlow	31	4. Tony Riley	41	1. Keith Davidson	66
2. Brian Smith	32		4. Richard Tompkins	40	5. Rich Stapleford	44	2. Al Switzer	69
3. Skip Montana	34	B Four Stroke	5. Richard Shirk	46	1. Jeff Focht	33	3. Anthony Sutton	73
4. Allen Vanneman	35		A Masters		2. Brian Yurkey	35	4. Jake Kennedy	97
5. Pat Emmons	39		1. Dan Van Driel	69	3. Jeff Feltes	37	5. Shawn McKenna	112
A Medium Light			2. Robert Hoover	136	4. Frank Lillo	37	C Four Stroke	
1. Robert Mohn	27		3. Ed Baker	146	5. Jim Cooper	38	1. Edward Smith	73
2. M. Dean Spencer	27	A Veteran			B Senior		2. Jerry Dicks	75
3. Scott Wolcott	27		1. Hank Stankiewicz	21	1. Jay Gilliland	38	3. William Garfellick	78
4. Steve Reed	28		2. John Roeske	24	2. Craig Burfield	51	4. Bob Merkl	84
5. Rob Morris	28		3. Gene Garron	24	3. Norm Chatigny Jr.	73	5. James Yurkey	93
A Medium			4. Stewart Crouch	28	4. Richard Jalsic	82	C Veteran	
1. Bill Smith	24		5. John Walter	30	5. Dave Verdetto	117	1. Richard Soleiman	92
2. Jim Franks	25	Women			B Veteran		2. Charles Hanners	92
3. Rick Marcinkewicz	25		1. Kathy Cambell	55	1. Vic Chalow	28	3. Donald Sharp	92
4. Lewis Smith	26		2. Lisa Lelli	396	2. Michael Bianco	30	4. John Rocklin	101
5. Jeff Botsford	27	B Light			3. David Bostrom	32	5. Brent Bush	102
A Heavy			1. Vic Rovani	29	4. Greg Davies	35	Dual Sport	
1. Kevin Kuenzer	23		2. Randy Ferman	35	5. Tim Urban	36	1. William Hess	64
2. Ken Yankowski	24		3. Joseph Tavani	44	B Super Senior		2. Michael Ames	131
3. Cliff Tenney	28		4. Steve Brown	45	1. James Bunk	68	3. Theo Smith	164
4. Dean Spencer	30		5. Nick Sotiropoulos	54	2. Junior Huhn	79	Vintage	
		B Medium Light			3. Ray LaForce	82	1. Doug Bane	360

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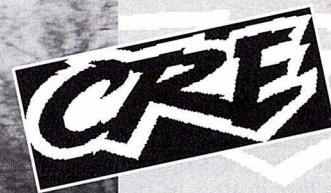
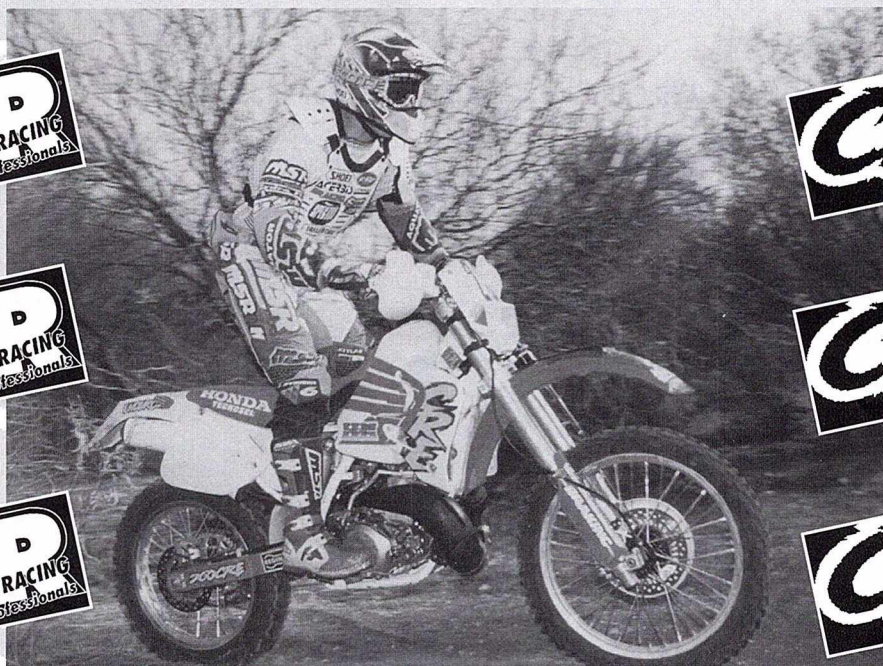


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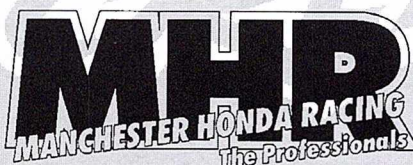
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Yamaha WR250Z

Why do they call this bike "too fast?"

From the very beginning, we were confused about the Yamaha WR250Z (from here on in we'll refer to it as the YZWR, since that's the most common nickname for it). It wasn't that we were confused about the YZWR, but rather about the things the California magazines said about it. In a nutshell, they said it was a beast, and way too fast for the eastern woods. One magazine even said it had the motor from hell, and it would out-accelerate any off-road machine on the planet.

So with a build-up like that, why would we even want to test one on the east coast, especially us, a group of competition-cranky, rapidly aging terminal B-class squids? We will freely admit a fair amount of trepidation when we first took the stock bike into the woods this past winter, on its first break-in ride. Were we crazy, stupid, or what? Take this bike out into the tomato-strainer-tight pine woods of South Jersey?

Lighting it off was easy, and it certainly had a bark to it, warming up. The engine revs freely, and will even snarl down to a mean-sounding idle. Without gulping too hard we pointed it towards the trees and eased out the clutch....

After not much more than a half-mile we had to stop and check the paperwork—yes, it was a Yamaha WR250Z. It was the



It's fast, but not ferocious. Actually, the WR250Z is a sweet bike in the woods, and with a heavy flywheel you can ride it just as slow or fast as you want.

same bike we'd read about early in the year, but it definitely wasn't a rolling pit bull. Certainly it was fast, but not particularly faster than an off-road-outfitted Honda CR; and our bike might be able to beat a '94 KTM 250, but not by much. After only ten short miles we came to a near-final conclusion: far from being a handful in the woods, this YZWR was a ball!

Since then we've raced it three times, and trail-ridden it at least a half-dozen times, and always came away from the ride impressed with how tractable and well-mannered the YZWR is. From our experiences, we can only draw two conclusions about the other mags' assessment of the YZ. Either (a) they received a test bike that had been heavily tuned and probably breathed-on, or (2) they went ape over an initial impression of a fast MX-oriented off-road bike and simply guessed that it wouldn't work in the eastern woods. They

should come back here and ride a YZWR. They'd love it.

The powerband of the YZWR is actually pretty slick in the woods. Low overall gearing allows it to jump right out of the hole, and the horsepower starts to build fast at about 3000 rpm or so. It doesn't lurch right out with an arm-wrenching Open-bike type hit, and that's good. Instead, it allows you to get straightened out from the turn before it explodes forward, and if you're a reasonably aggressive rider, you'll like it like that. From the strong midrange the bike revs out extremely high, but you'll probably want to short-shift it to quell all the pinging.

Pinging? Yeah, it's lean on top right out of the box. The YZWR comes with a 360 main jet, and everybody locally who has run with the stock jetting has come to grief very quickly. Before you do anything with the bike you should put a 400 main jet in it.

Trust us. We did that and dropped the carb needle one notch, then two, to take some of the fat out of the half-throttle position. It will likely still ping even at that, and Yamaha sent out a tech bulletin to the dealers suggesting they retard the timing to 0.8 mm BTDC rather than the stock 1.2. This helps the pinging somewhat, but we found that .8mm BTDC causes us to foul spark plugs, for some reason.

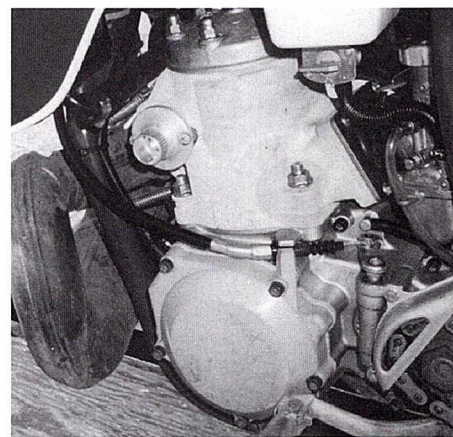
What the bike is really crying out for is high-octane racing fuel, like Cam-2 or whatever, but what it really needs is a little less compression, thank you. If Yamaha would



The YZ comes with excellent fork guards and disc guard, we added the Acerbis HP headlight and wiring for an ICO AutoCal odometer for enduros.



Ready to rip. Some may complain about the 3.4 gallon tank, but it's very narrow and comfortable compared to pushing the bike out of the woods.



The YZWR has plenty of ponies, but not too many. The knob in place of the power valve cover is a DeVol adjustable power valve unit we installed.

cut the compression ratio just a skosh the YZWR would run better on pump gas (maybe even that lousy oxygenated stuff we have to buy all winter), and it would mellow out the power for all the guys who say it's too fast.

Actually, the '94 YZWR is much different from its earlier brothers. All the years of WRs up through '93 had vicious lightswitch powerbands that took everything short of sorcery to tame for the woods. This year's YZWR is based on the current model year YZ250 motocross bike, and since Yamaha went for the broad, smooth powerband on the MX bike, the WR benefited from the new technology.

One thing we would recommend, though, is a flywheel weight. We roosted around on the stock bike for a while, and then sent the ignition off for a weld-on flywheel from Moose Racing. The flywheel weight won't make the bike any slower, contrary to what your friends might say, but the payoff is in increased traction through less wheelspin. That was actually our biggest complaint with the stock engine—if you got a little tired it was difficult to keep from spinning the rear wheel. The big flywheel gives you more breathing room.

We also tried an interesting invention from DeVol, and it might be the answer for anyone who finds himself intimidated by the YZWR. DeVol's device is a tunable power valve for the YZ, and it installs in the place of the stock powervalve cover on the cylinder. It allows you to tension the powervalve spring manually, and in doing so you can adjust the tension to allow the powervalve to open immediately (a big



The YZWR's MX heritage makes the bike super comfortable while airborne.

burst of power right off the bottom), or to essentially not open at all (long, smooth powerband with no "hit" at all, practically). We've only tested it once, so far, but it definitely works. In theory—and with experience—you can set your YZWR for any powerband; abrupt, for hare scrambles, or smooth for gnarly woods. Worth checking into if you're a serious fiddler.

Finally, one other modification we must mention is the addition of Acerbis' new 035 spark arrestor. We had to put a spark arrestor on to be legal for enduros, and we can definitely recommend the Acerbis. It mellows the noise quite a bit, and it really

doesn't seem to affect the power at all. Nice piece of equipment.

Handling & Suspension

Like most bikes, the YZWR needs a little bit of suspension help to be happy in the eastern woods. On a smooth trail, or something moderately rolling or bumpy, the WR feels great; not a bad bike to ride at all. When you get it into terrain that's really chopped up it starts getting confused. Both the back and the front have too much high-speed compression damping (just like a motocrosser...) and about halfway through the travel in nasty whoopedos it feels like you've hit a wall. This is great "survival" suspension—you'll survive anything that jumps out of the woods and sends you suspension into full bottom-mode. Trouble is, if you want a comfortable ride, you'll need something plusher. All the suspension tuners know how to do this, so it's not a big deal.

The rear end has this "hit the wall" trait more so than the front, and while Ted DeVol was selling us on the adjustable power valve he also told us about his rear suspension link for the YZ. Well, we tried it, and he's got something going here. DeVol's link really does smooth out the rear end travel quite a bit. It seems to take that mid-stroke harshness out and "soften up" the rear end somewhat. We even had to raise the rear rebound damping a couple of clicks because now the rear end wanted to hop a little on rebound.

Unfortunately, with the rear end working better the front end now felt nasty in comparison. Moral: get the forks done, you'll be happier. And try the DeVol link if you

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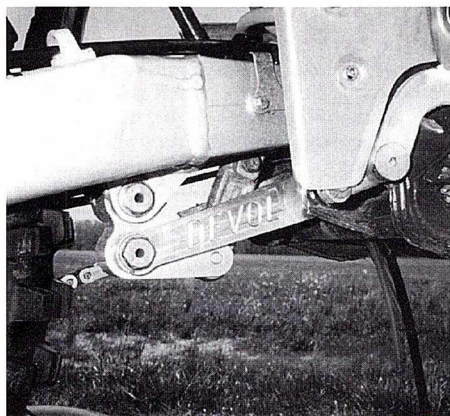
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DeVol's suspension linkage takes most of the compression harshness out of the rear end. Rockhounds will have to re-valve the forks, possibly the shock as well, for a comfortable ride.

want a smoother rear end without cracking the shock open.

Handling-wise, the YZWR is just an excellent bike, no kidding. The chassis doesn't do anything stupid, it keeps both wheels going in the right direction all the time. The bike has a solid feel, very accurate in the corners. If you don't like the line you're headed for, just tell the YZ to head over to the left or right a little, and it'll do it with very little work and not a hint of indecision. Our only complaint was the choice of stock tires, especially the Bridgestone ED-11 on the front. This is basically a hard-surface tire, and it's not very happy on most of the terrain we have back here. We

replaced it in favor of a Dunlop K990, in deference to the spring mud and sand, and fell in love with the YZ all over again. It really is a comfortable, good-handling bike. No complaints at all.

Seating position is fine, levers are good, brake lever is tucked in and easy to set for height, shifting is good—longer throw than the Honda, shorter than a KTM—even the cheap steel handlebars are comfortable. We spent a lot of time working on the bike and find that to be pretty simple and easy as well. We were given warnings by a couple of YZWR owners to watch out for cheap

bolts and hardware, but haven't stripped one yet on the bike. Worth watching out for on any bike, though.

To enduro-legalize the YZ, we installed an Acerbis HP headlight, which is rapidly becoming our headlight of choice around here. It installs easily and tucks in better than any light we've seen yet. Also, it throws a healthy amount of candlepower if you're into night riding. The rear subfender/taillight is an Acerbis Enduro Taillight, which is very slick and Euro-looking, as well as lightweight and unobtrusive. Rounding off the add-on plastic is a set of Acerbis Rally Handguards to keep the fingers intact.

The winter was rough on the stock chain, and when it went we replaced it with a Sidewinder E-Max. We also replaced the stock rear steel sprockets with a Sidewinder, to save a little weight and help out with mud protection.

The Big, Bad Lamb

Well, that's it. We've ridden it and lived. It's not a beast in the woods, it's an enduro bike with an attitude. An aggressive A rider can set the YZWR up to be rasty and fast and not too polite, and it can easily win races. Then again, if you're a Senior class rider or not all that hell-bent for the winner's circle you can still ride the YZWR with a little bit of delicacy and it'll hang back with you...maybe the best part is that it'll also help you ride faster, and will definitely have the horsepower ready if you need to use it. But don't be afraid of the WR250Z. It's a good bike for the woods, no matter what anyone says. □

SPECIFICATIONS Yamaha WR250ZF

Engine Type:	Liquid-cooled two-stroke
Displacement:	249cc
Bore/Stroke:	68 X 68.8mm
Transmission:	Five-speed
Gearing:	14/52
Chain:	DID o-ring
Tank Capacity:	13 liters (3.4 gal.)
Carburetion:	VM38SS Mikuni
Ignition:	CDI
Forks:	Kayaba, adj. comp./reb.
Suspension Travel:	300mm
Front Brake:	Nissin hydraulic disc
Front Tire:	Bridgestone ED-11 80/100X21
Rear Suspension:	Kayaba, adj. comp./reb.
Suspension Travel:	315mm
Rear Brake:	Nissin hydraulic disc
Rear Tire:	Bridgestone ED-12 110/100X18
Seat Height:	992mm
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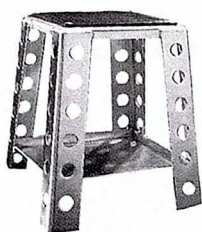
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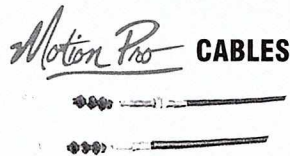
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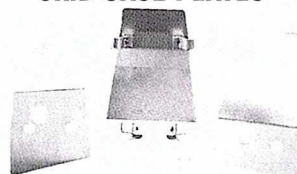
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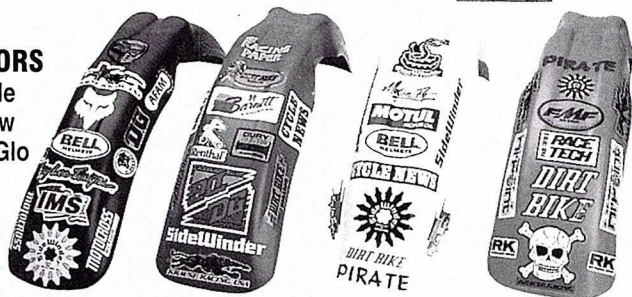
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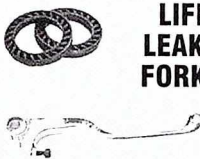


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STREET-LEGAL KTMs!

KTM has created the most serious dual sport machines we've seen yet

by Paul Clipper

Forget everything you've learned about dual sport bikes so far. Especially, forget the term "barely street legal." After three days of living with and talking about the new KTM R/XC machines, we know that "barely street legal" is a very misleading term. It infers that somebody is "getting away with something," and after learning all about the EPA tests and California-specific smog and emissions testing, and all the hoops KTM had to jump through to achieve motor vehicle status for their R/XCs, we know that nobody is getting away with anything. The R/XCs are thoroughly street legal, no doubt about it. However, they are literally E/XC enduro machines, hung with the required lights and batteries and such, and perform exactly the same as the E/XCs.

How did they do that? Well, it took a lot of research, and a lot of money paid to lawyers who specialize in motor vehicle law. What did they learn? Well, that you don't need to have a steel gas tank, for one (why, otherwise, would all these cheap little cars be coming with plastic gas tanks?). Also, that you don't need to have huge, heavy, obtrusive lights—you can use the smallest DOT-approved lights and turn signals you can find. And, that you don't need a giant battery to run all this: according to the DOT, you only need to be able to light the rear taillight for 15 minutes to pass the test. And, apparently, they figured out from the beginning that you don't need to make a frame out of cheap steel and make it twice as heavy as your off-road frame; and in KTM's case, they simply used the chromoly E/XC frame and made a special subframe for it (with tabs

for passenger pegs, etc.).

It wasn't all that difficult, actually. You see, KTM four-strokes and two-strokes are already street-legal most places they are sold—in Europe, Australia, the U.K.—and all KTM had to do was apply for certifica-



The best way to describe the R/XC is as an E/XC that's street legal. It's not your typical dual sport bike; it's a street-legal enduro bike that will go anywhere you want, including the road.

tion in the U.S. It was not a painless process, and what you see here represents about two years of very hard work jumping hoops and filing paperwork, but we can tell you right now that it was all worth it.

We flew out to KTM's press introduction on the R/XCs, which occurred in early April. The R/XC line mirrors KTM's E/XC four-stroke line, with a 400cc R/XC and a 620cc. At first view the machines don't

look any different than the E/XC enduro bikes, but close examination reveals a set of tiny turn signals, mounted on the rear sub-fenders and the front headlight shell bracket. Tucked under the rear fender is a DOT-approved taillight and brake light, and the small instrument cluster and ignition switch is behind the DOT-approved headlight. The dead giveaway is a pair of huge mirrors sticking up from the handlebars. The engine, fuel tank, frame, suspension components and plastic are identical to the E/XC equipment. The R/XC however, doesn't use a side stand (although the attachment points for an E/XCV sidestand are there), instead it uses a nifty center-stand.

The R/XCs vary from the E/XC equipment in gearing, tires, silencer and carb jetting, and there's an official reason for each.

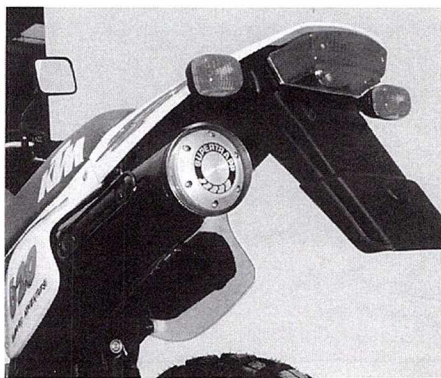
Gearing: 16/45, extremely tall for a dirt bike. Necessary to pass EPA sound test, which the bike does easily.

Tires: Pirelli MT-21, front and rear. DOT-approved dual sport tires, necessary for road certification. The MT-21s are okay, better for road than dirt, but they'll get you by in most dual sport riding.

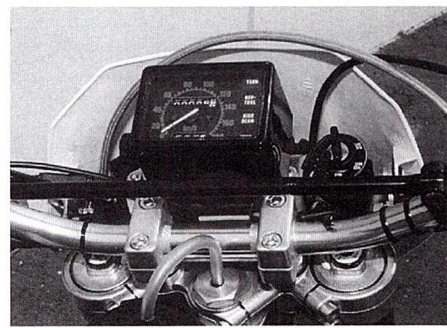
Silencer: Big and heavy, but very efficient. The EPA calls for a silencer that can last 3700 miles or one year without maintenance and without changing sound level, which is impossible with a Fiberglass-packed muffler. This silencer is from the German/Austrian street-legal bike, where laws are easily as strict as they are here, and it is all baffles, with no packing material at all. Interestingly, the unit contains an internal spark arrestor that is not approved by the U.S. Forest Service, so to make things easy KTM tacked on a Forestry-approved Super Trapp to pass U.S.



The R/XC uses a small gel-cell battery tucked into the airbox lid. It will light the lights just long enough to pass DOT requirements.



A pair of tiny turn signals flank the slick taillight assembly. That's a tool kit behind the right side panel; the muffler is super quiet.



The lightweight instrument panel—a speedo with built-in idiot lights and a key switch. Alas, the stock odo is not resettable by tenths.



muster. The EPA maximum allowed sound level is 80 dB(A). The 620 R/XC passed the EPA test with a 78.1 dB(A) on the right side, and 76.5 dB(A) on the left side, according to some test papers we looked at. This is quiet; the quietest off-road machines we've ever witnessed, as a matter of fact.

Carb jetting: The R/XC has to be as lean as possible to pass emissions tests and to help out on the sound tests. It is not terribly lean, the R/XC starts and runs well. As far as emissions go, the R/XC passes in spades. Federal hydrocarbon limits are five grams per kilometer (one gram per kilometer in California). The R/XC tested out at .6 grams per kilometer (that's six tenths of a gram), even without the charcoal evap canister that will be necessary in California. Federal limits on carbon monoxide are 12 grams per kilometer, and the R/XC dumps out 3.87 grams, according to the testing. Apparently, emissions are not a problem.

All of the preceding, of course, is necessary to put the street legal thing in perspective. We've always wondered what the big deal was; now we know that there isn't that big of a deal. You don't need a steel fuel tank, manufacturers just use them for economy and appearance sake (you can paint a steel tank). You don't need monster electrical systems and huge lights. You only need what you need. Simple.

When you ride the R/XC, you'll be blown away. This is an E/XC enduro bike, race bike, whatever you want to call it, that you can put a legal tag on. We rode both and were equally impressed, but spent the most time on the 400, riding the gnarliest trails, as it turns out, that the northern Baja peninsula has to offer. In this decidedly non-dual sport riding, we realized we were riding the absolute best motorcycle for the job, and turned down the use of a two-stroke when it was offered. The R/XC just hacked and slashed its way through everything—rock ledges, rocky stream crossings, slippery uphill, tight trails—and did it all without a burp. The only concession we made for this nasty trail riding was to change the stock tires to Metzeler Unicrosses, which are DOT-legal on the front anyhow, and lower the gearing

(15/45).

Anyhow, both the 400 and the 620 proved to be easy to start and tremendously powerful. With the lowered gearing the 400 would still do 80 mph with the rider sitting bolt upright. The 620 would easily do 90 into a headwind, uphill, sitting upright. Please don't try this on your local roads; take our word for it (all testing done under controlled conditions on closed roads, etc., etc.). Both bikes had all the trail torque and smooth powerbands we've come to expect from the LC4 E/XC.

Suspension components on both the R/XCs are the deluxe WP IBS forks and WP "BA" shock, the same equipment as on the rest of the KTM line. We wound up turning the compression damping settings way down, compared to a dirt bike, to get a smooth ride on semi-rocky fire roads. In a trail situation, the WP components were



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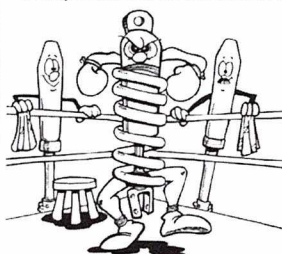
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The R/XCs should be available at KTM dealers by the time you read this, they're well worth a close inspection. We'll be taking a closer look at the 400 and 620 in future issues, especially when we can get one out here for a real eastern woods test. In the mean time, you can safely believe all the hype you read about the R/XCs. From what we've seen so far, they are easily the best dual sport bikes ever made. Period. □



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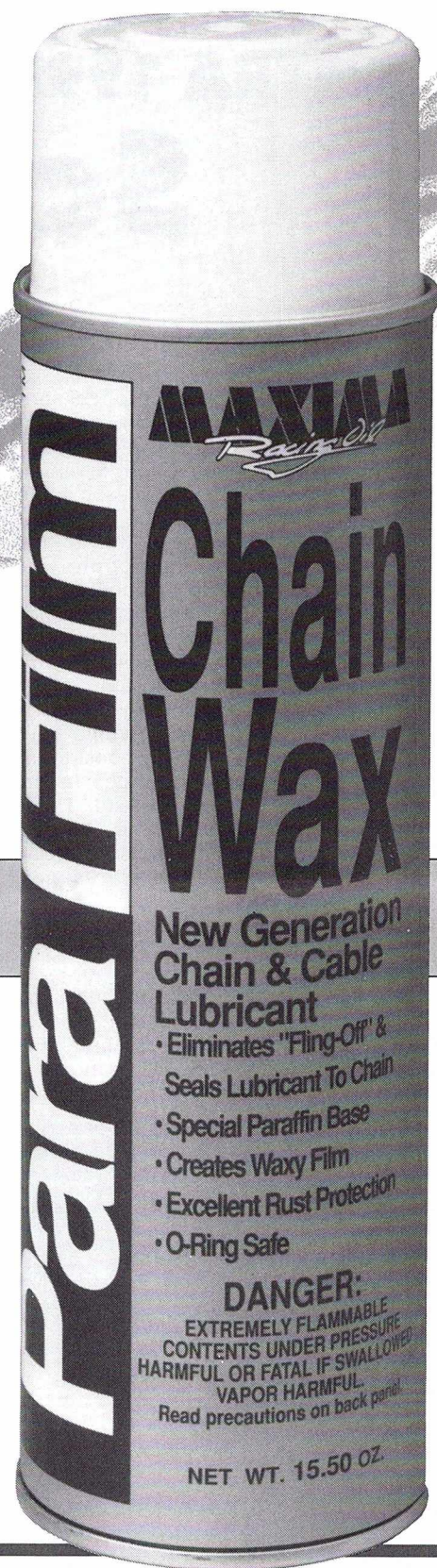
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NETRA 1993 Hare Scrambles Champion Scott Phelps

He was the first to the finish, no matter what!

by Mike Snyder

In a way, you've almost got to feel sorry for New Yorker Scott Phelps even though he clinched the New England Trail Riders Association's Hare Scramble Championship before the season finale in Assonet, Massachusetts.

Although he won the title fair and square, there are those people who think his championship is a hollow one. They point out that defending champion Tommy Norton wasn't really concentrating on this particular series—preferring rather to go for fame and fortune on the Grand National Cross Country tour and, if it wasn't for that, Norton would have won hands down, especially considering his devastating performances in the events that he chose to attend. These same people also say that if Middtown Kawasaki hot-shoe Randy McCann had gotten motivated earlier in the series, then he, too, would have been in contention, following the speed that he had shown in the later stages of the Championship.

1993 also marked a milestone in Scott Phelps's relatively short racing career. It was the tenth year from the first time that he had swung a leg over a motorcycle to compete against his peers. He has

traveled a long way since his first event, the Boneyard Junior Enduro, and has since become another successful byproduct of NETRA's Junior Enduro program. He had won both the Mini as well as the Junior overall championships before advancing to the Expert ranks in 1988 (much like his rival Tommy Norton who's progression mirrors Scotts' in those early years).

1989 would mark the year that Scott had successfully done what he had set out to do: win the NETRA Hare Scrambles overall championship. That year began the whispers behind his back that he really didn't have any competition and that it was a cake-walk for him. For the next couple of years, Phelps would split his time between the New York State Hare Scrambles Championship and



Scott Phelps walked away with the '93 NETRA Hare Scrambles championship, after seasons of trying. He started off '94 with a runaway win at the snow-clogged Clarke's Wild Ride event.



While the 250 YZ remains Phelps' weapon of choice, he tried out a 125 for part of the '93 season. "I don't know how Norton does it!" he says of that experience.

NETRA's series. His results would suffer from stretching himself out just a bit much and, when he suffered a wrist injury early in the 1992 NETRA season, that's when he decided to concentrate on the New York rounds. That strategy must have worked as he walked away with that series championship as well.

Despite the fact that he had ridden his Husqvarna to one of the few championships that Husky could boast about in 1992, he was hoping for a little more help than the official Husqvarna support program that he had been a member of the previous year. When no offers came from the New Jersey based company, he began to look at his options for the upcoming 1993 season.

Enter Bob and Diane Pavoni at Dirt Works in Bennington, Vermont. They contacted Phelps before the beginning of the season with a very generous support program on a YZ 250, if he would focus his talents on the NETRA series. Dirt Works support along with Yamaha's lucrative NETRA hare scramble contin-

gency fund was enough to sway the long time Husqvarna rider and he was on board. With consistent season finishes, Phelps managed to accomplish his goals as well as turn quite a few heads with some very stirring rides and some very deserving victories this year.

Although he was competitive on the 250, Phelps decided to follow Norton's lead and switch to a lighter 125, thinking it would be as successful for him as it was for the Team Mirage star. After a mid-season romp on the smaller bike, which actually saw him win a couple of events, he switched back to the larger machine and gained even more respect for the diminutive Norton. "I originally went to a 125 because I thought that it would help me at the tighter courses," explained Phelps, "but I actually feel that it made me work harder. It was especially tough on uphill since I would work my butt off trying to gain an advantage on someone like McCann or Crispin in the tighter stuff only to lose everything once I reached a hill. I don't know how Norton does it on his. He's got to have that thing completely maxed out. It's amazing that he does so well on it. I personally prefer a 250 because we have more fast courses in the NETRA series than technical ones, and the extra torque of the bigger bike can really help you in thick mud and things of that nature."

Even though he decided to switch back to the larger 250 for the final couple of events, one race stands out in his head as his most satisfying of the year while he was still on the small bore: Union. "I couldn't believe that I won that race, especially considering the trouble I had the previous day. My bike had fallen off my trailer on the way to the event and it was smashed up pretty bad. Dirt Works went back to the shop and grabbed a 125 off the show-room floor and started swapping parts from it so I could get my bike together. It was very special winning there, and if it wasn't for Bob and Diane, I would have definitely suffered a DNS."

In defense of his new title, Scott plans on doing the same training regiment that rewarded him with this year's success. "I'm planning on riding all winter like I did last year, and will probably compete in this winter scrambles series that we have back in New York. It was fun and it definitely kept me in shape."

The bottom line is that Scott Phelps will carry the number one digit on the front of his Yamaha 250 next year, and while all these so-called "experts" and "pit pundits" argue amongst each other on who could have done what, don't ever forget that in racing, nobody remembers the "what ifs."

Scott Phelps, along with his sponsors—Dirt Works, Yamaha, Dunlop, Kevco-Stubbs, Yoko clothing and (of course) his parents—deserves that championship, fair and square! □

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TRAIL RIDER TOOLBOX

by Mark Uth

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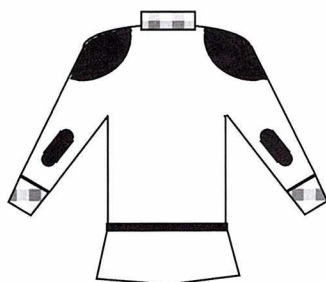
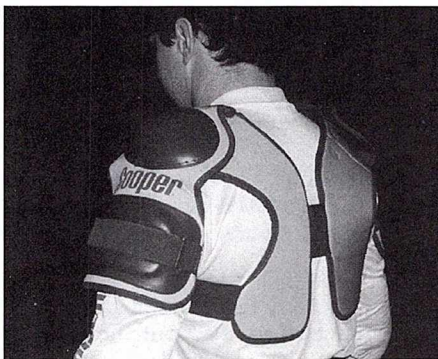
This past winter we spent considerable time riding around the woods bundled in more layers of clothes than we care to admit. In the process, a couple of jacket related problems were encountered, and subsequent solutions formulated. Here they are.

Alternative Chest Protectors

Chest protectors are an essential piece of gear for anyone who blazes through the forest at politically incorrect speeds. No doubt they've prevented the loss of many pints of blood over the years. One inherent problem with most modern day chest protectors is linked to their more common moniker: the "roost shield". Most chest protectors are simply designed to deflect airborne objects like rocks and sticks; few are designed with the intention to provide upper body protection during falls or chance encounters with trees and other immovable objects. Additionally, during the winter months, one is constantly faced with the dilemma of where to wear one's chest protector—inside the enduro jacket or out? Both options have a tendency to limit a rider's upper body mobility.

Hockey shoulder pads, on the other hand, are designed for exactly the type of impacts typically encountered while crashing a motorcycle. Hockey players (this author included), when they're not whack-

ing each other with their sticks, are usually in the process of falling to the ice or crashing into the boards. Shoulder protection is key. Hockey shoulder pads offer an inexpensive wintertime alternative to roost protectors. Because they're designed to fit beneath a jersey, they're a natural under



POCKET SEWN ON INSIDE



your enduro jacket or riding jersey. Protection is good from both flying debris and impacts—and the price is such that most riders could probably afford a set in addition to their conventional roost protector. Bottom of the line hockey chest protectors typically cost a little over \$20; the hockey pads shown in the pictures cost under \$30. However, beware that higher zoot models that approach the demands of hockey professionals can be considerably more.

Riding Jacket Water Bottle Pocket

Another jacket related problem we've encountered has to do with how to fit drink systems beneath them. If you use a

Camelbak or other system that comes with integral shoulder straps, then you're set—simply wear the support harness beneath your jacket. However, if you use one of the drink systems on the market that use hard plastic bottles intended to be attached to your chest protector, you've got a problem. To alleviate this, sew a large pocket down low on the inside of the jacket tail, as shown in the accompanying sketch. This will form an interior pocket, into which one can slide any of a variety of beverage dispensing bottles. Try to find some sort of stretchable material, and be sure to allow for enough room for the drink bottle to fit. Locate the pocket as low as possible on the jacket, to improve fit and prevent water from siphoning out when you bend over. Naturally, if you wear a fanny pack, allow room for it's belt to go below the bottle.

Helping Hands

Everybody complains about cold hands in the winter. You can avoid freezing your fingers, but it's something you have to plan for. First, if a dual sport bike and fast roads are your winter staple, invest in a set of handlebar heaters like the ones offered by Enduro Engineering. You need electricity to run 'em, and you can easily unplug your headlight to get the juice on a two-stroke. You have to be insane to ride at night in the winter anyhow.

If you don't have winter gloves, like the cold weather riding gloves offered by Thor Racing (see photo), you can make do with your regular MX gloves and glove liners. Ski shops sell glove liners made out of silk or sweat-wicking synthetics, but one of the best liners we've found is the "UnderWare" brand sold in most dirt bike shops. They are made out of very thin woven Kevlar, and add a valuable layer of insulation while at the same time helping to ward off blisters. The only drawback to the UnderWare gloves is they have a tendency to feel "slippery" when you first try them, making you unconsciously tighten your grip on the bars. After a bit of time getting used to them the feeling goes away, but your hands stay warm no matter what. □



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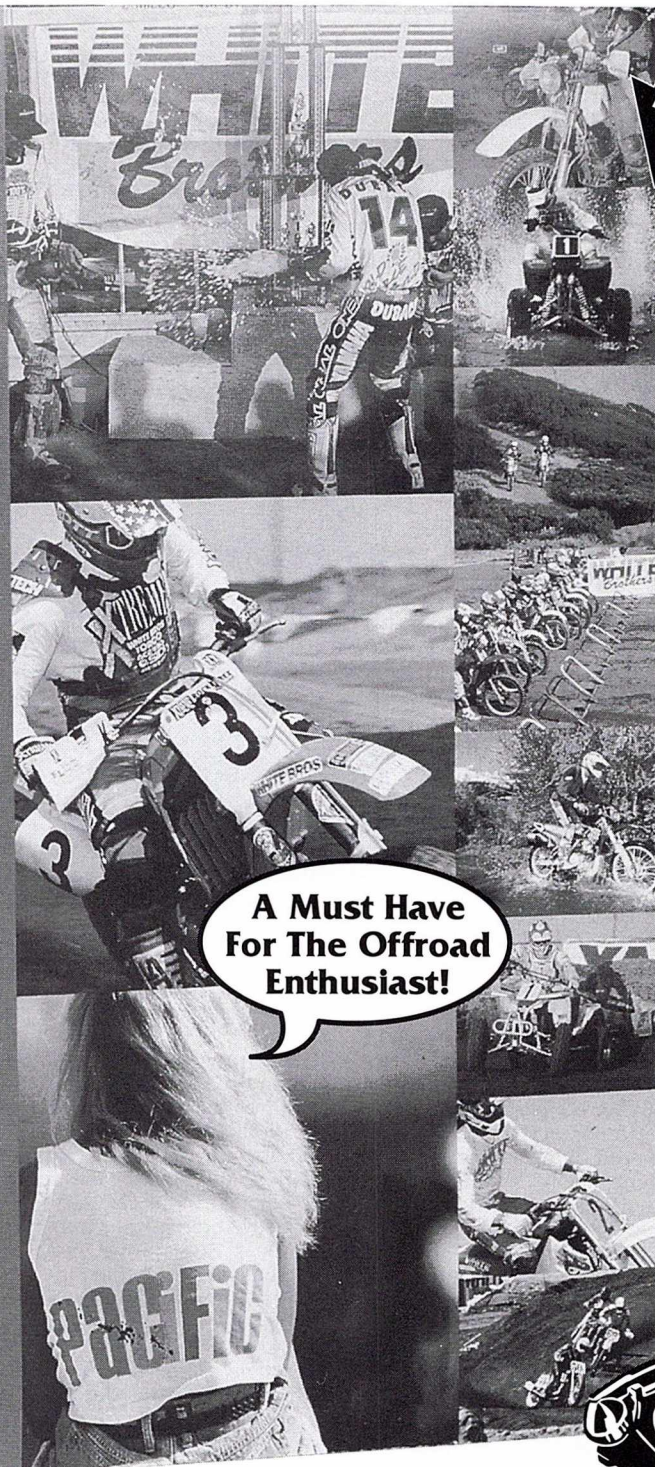
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"FREDETTE" YOUR KDX200 For Gold Medal Performance

Jeff Fredette has earned ten ISDE gold medals on basically box-stock KDX200s. Here's how he does it...

by Dan Anderson

Just for fun, and the sake of getting this story started, let's build the ideal off-road motorcycle. Forget the mega-bucks, hand-built factory rockets...too expensive to be "ideal" for working-class stiffies like you and me. Nix the hybrid moto/enduro models...too high-strung for Novice riders, and they often require expensive suspension and engine mods to make them work right for our kind of roots-and-rocks riding. What we're looking for is a reasonably priced bike that leaves the dealer's showroom ready to race the "C" class in a NETRA, Midwestern, or southern-style race, yet flexible enough to keep that rider competitive as his skills evolve and he moves up into "B", "A", and even "AA" classes.

Surprise, surprise, what we're trying to build is already available at the local Kawasaki dealer. The KDX200 has been one of Kawasaki's most consistent and popular sellers for the past decade, and for good reason. They were dependable, competitive bikes when they were introduced back in the early '80s, and since then they have gotten only better.

THE KING OF KDXS

Jeff Fredette has raced KDX200s since they first appeared on the market and has become one of the world's leading authorities on the little green machines. Fredette has made a career out of racing KDX200s in almost every kind of off-road race imaginable, from local Midwestern peat-bog enduros to the ISDE (14 times, at last count). He founded an off-road performance products company, Fredette Racing, that specializes in KDXs, and helps riders from all across the country fine-tune their KDXs. The bottom line is, if you want to get all the goody out of your KDX, Jeff Fredette is the man to call.

Knowing that many of our readers campaign KDXs and are always interested in maximizing performance, we contacted Fredette and asked him to share all the tricks and mods that have enabled him to win so many trophies on KDXs. We sat in eager anticipation, pencil in hand, ready to record the many complicated and expensive mods that make his bikes so competitive.

"I'm sorry to disappoint you," he chuckled, "but there aren't a lot of tricks and mods," he said. "My bike is pretty much box stock. Other than an aftermarket pipe and silencer, I run stock parts as much as I

in how he sets up his bikes, then that's what we wanted to find out for our readers. We asked him to tell us exactly how he builds his bikes, step by step. He said he starts by tearing apart brand new bikes.

"The first thing I do with a new bike is strip it down to it's smallest components," he said. "I re-pack every bearing, from the steering head down to the suspension linkages, with waterproof grease. The bearings come from the factory with just a bare minimum of grease, and you can really improve reliability by making sure those bearings are packed with good grease before you do anything else to your bike."

Contrary to many riders who race wet, mucky enduros on KDXs, Fredette doesn't add grease zerks to his rear suspension linkage. He just repacks the pivot bearings once every six months, the bottom shock linkage bearing slightly more often. "If you use good, waterproof grease and do it right the first time the linkages will be good for a lot of miles without messing with drilling and installing zerks," he said.

As he reassembles the bike he makes sure he Loctites three items: the left footpeg bolt, the kickstand bolt, and the kickstarter clamping bolt. Experience has taught him that those bolts are prone to loosening, and a few drops of blue Loctite are cheap insurance.

Because he frequently rides in muddy conditions Fredette installs solid disc brake rotors, front and rear. He says he has never had trouble with brake fade thanks to using solid rotors. For brake fluid he uses Belray DOT 3 or its equivalent, as recommended by Kawasaki.

INSIDE THE ENGINE

Fredette always removes the top end of his new motors for fine tuning. He cleans up and matches the ports (specifications are available from Fredette Racing) and installs a piston from an '89 KDX200.

"The '89 piston is a little lighter, so it revs a little easier," he explained, "and it's cheaper when it comes time to replace it." He also installs a Boyeson RAD valve. The bottom end of the engine is untouched, except for the addition of a Steahly weighted flywheel that he cuts in half to lighten by approximately 6 ounces. The additional flywheel weight gives him "...a little more



Jeff Fredette has been racing Kawasaki KDXs for the past 15 years, and knows how to make them work.

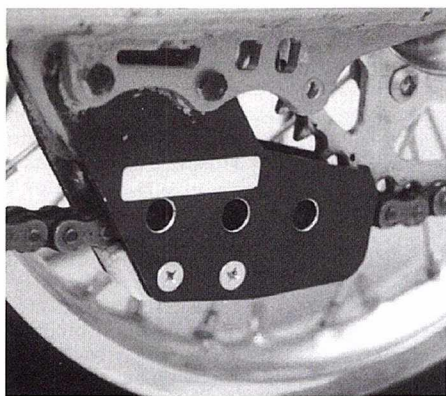
can."

Aw, c'mon, Jeff, we all know that you're running a 240 big bore kit and all sorts of trick frame and suspension parts made out of "unobtainium"...

"Nope, my bikes all have stock bores, frames, and suspension components. I've ridden bikes with 240 kits and didn't like the way their power came on. And I use stock Kawasaki parts in my suspension...everything I use on my bike is available to the general public through Kawasaki or regular aftermarket suppliers. I guess that if there is anything "trick" about my bikes it's that I spend a lot of time on the little details. The KDX is a great bike right out of the box, and if you take time to fine tune, it becomes a fantastic bike."

FREDETTE'S FUNDAMENTALS

If the secret to Fredette's winning ways is



Jeff wasn't happy with the stock chain guide on the KDX, and wound up making (and selling) his own. Now he creates chain guides for almost all off-road bikes.

torque, a little more traction without slowing the revs down too much. I tried running the full-sized weighted flywheel but didn't like the way the bike revved. Cutting it in half seems to give me what I'm looking for." (Editor's note: We're hoping you understand Jeff isn't recommending you simply saw your flywheel weight in half lengthwise with a dull hacksaw. "Cutting it in half" means machining half the mass off the aftermarket flywheel, and reducing its weight by 50 percent. We're sure that Jeff can answer any questions if you want to do this to your bike.)

After he buttons up the engine and

installs it in the frame, he bolts on a KDX pipe from FMF and an Answer SA Pro silencer. "It (the FMF pipe) is the same pipe anybody can buy, right off their shelf, and it works well."

Fredette rarely fiddles with his carburetor jetting. Experience has taught him that a 158 main jet, the stock 48 pilot jet, and an 1173 needle jet will work almost anywhere, from New Jersey well up into the Rockies.

While in the neighborhood of the carb he takes time to give the airbox special attention.

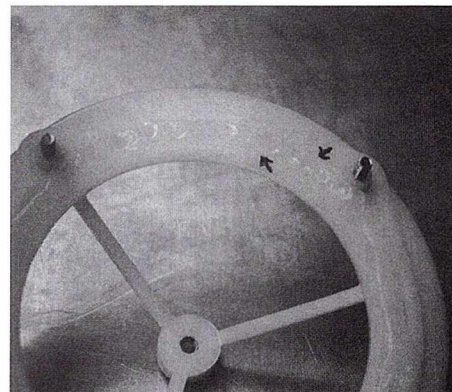
"From all my time riding and working on KDXs I'd have to say the number one problem-causer is the airbox," said Fredette. "If you don't seal the airbox properly you're gonna suck dirt and mud into the engine. I remove the four nuts that hold the inner cage and lay a bead of silicone in the groove that runs all the way around that cage. Then I bolt it back together. Not every KDX has a problem with getting that area to seal, but by taking time to silicone that spot you'll know that it will never be a problem somewhere down the road."

THE CHAIN OF CHOICE IS...

Some KDX200 riders argue against the use of o-ring drive chains, claiming that the drag of the o-rings uses precious power. Fredette says that any power loss is offset by the increased durability of o-ring chains. He runs RK chains on his machines after the stock chains bite the dust (or the muck, as the case may be). He runs stock sprockets until they wear out, then switch-

es to a Sunstar countershaft sprocket and an Answer Radialite rear sprocket, though he is not adverse to putting stock Kawasaki sprockets back on the bike. "Depends on my finances when it comes time to change them," he explained.

Fredette is almost apologetic when asked about his choice of tires. "Everybody expects me to do a lot of tire swapping because I ride in so many kinds of races under so many conditions, but I always run the same tires no matter what. I run Metzeler Uni-Cross on both front and rear. My philosophy is that specialty tires are okay if you're going to be on the same



The most critical part of a KDX is the airbox seal. Fredette recommends that KDX riders remove the inner filter cage and silicone the sealing surface, as shown in the photo.

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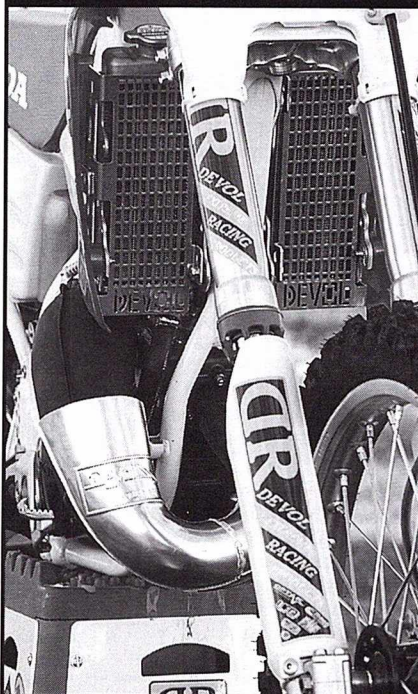
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kind of surface all through a race, like at a motocross. But in off-road races you'll probably see hard-pack, loam, mud, slime, gravel, and rocks, all in one loop. I just use a good multipurpose tire and get along fine. The only thing I do different in my tires is that I use Metzeler extra heavy duty inner tubes. They're harder to find than the Metzeler regular heavy duty tubes, but they really make a difference."

For handlebars Fredette prefers Answer Alumatite Honda high-bend bars. "They're comfortable for me (for the record, Fredette stands 5-10 and weighs around 160 pounds). They're not pulled back quite as much as the stock bars and I like that better."

As far as suspension, Fredette sets his forks and shocks to spec charts available through Fredette Racing. While he may switch springs under extreme conditions, his preference is to adjust the stock suspension for maximum performance.

"Suspension settings are very specific to the weight of the rider, the riding conditions, and the rider's riding style," he explained. "I get the stock suspension set to where I want it and then adjust it according to where I'm going to be racing. To say that the 'perfect' suspension setting for a KDX is so many clicks in or out is only a ballpark figure...to do it right you have to use a spec chart to dial in all the variables."

And that's it. That's all Fredette does to get his KDXs ready to take on some of the toughest races, and racers, in the world. It must work, because you don't accumulate ISDE medals and uncounted trophies from local and national races unless you're doing something right. But just in case you haven't always taken time to dial in, maintain, and repair your own KDX as carefully as Jeff Fredette, here are a few tips and frequent foibles from the files of Fredette Racing:

-Water in the transmission oil. Fredette frequently hears from KDX owners complaining of milky tranny oil. "Everybody thinks that the water pump seals are leaking so they replace those seals," he said. "My experience has been that no antifreeze separates out of the oil when you let it set overnight, so I think the water is coming in through the vent or simply due to condensation. My cure is to drain the transmission and flush it out a couple of times with a water-absorbing solvent. If you don't flush it with solvent a film of water will cling to the inside of the cases and you'll have milky oil again after only one ride."

-KIPS valve actuator. Many riders, in try-

ing to replace the water pump seal to keep that water out of the transmission, create bigger problems. "The KIPS actuator rod is under the water pump cover," said

longer if you take time to clean the dirt out from under the dust caps.

-On older, air-cooled KDXs, remove the cover over the stator and let condensation evaporate after long rides or car wash clean ups. "And don't seal that side cover with silicone," says Fredette, "because that actually seals the moisture in and creates worse problems."

There, now you know how to make your KDX just as reliable as Jeff Fredette's. Whether or not your bike will be as fast as his bike will depend on if you are as good a rider as Fredette, and sorry to say, no one has yet been able to figure out how to package and sell skill, experience, and whatever else it is that makes Fredette one of the winningest riders around.

You can bet that if

Jeff ever figures out how to package it, it will be available through Fredette Racing, 31745 Dixie Highway, Beecher Illinois, 60401; phone 708-946-0999. □



The object of all this attention. No matter what year you pick, the KDX has dominated the 200cc or 175cc ranks for the past 15 years. Worth working on? You bet!

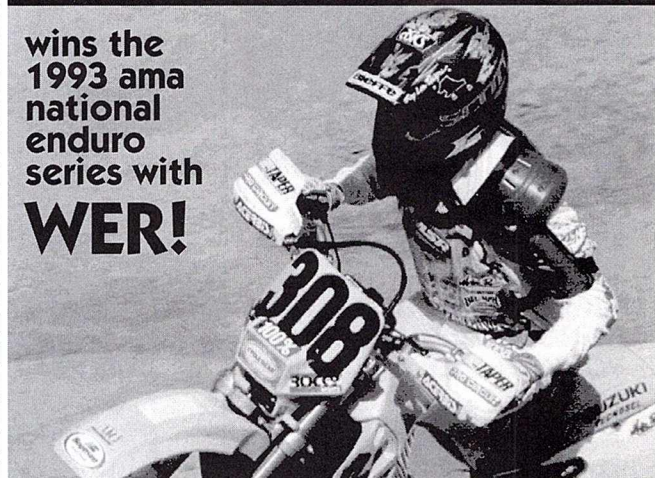
Fredette, "and if you put it together wrong you could grenade the transmission. If the pin in the KIPS actuator is not in the right place it will break off and destroy the transmission. If you put things together right there should be spring tension on the actuator rod when you pull on it lightly. If there is no tension on that rod, or if the bike doesn't run right after you put it back together, shut it off immediately and check that rod. If it's not right you'll trash the transmission real quick."

-Don't replace pistons too often. "I take a lot of KDXs apart that have more than 2000 miles on the piston and they are still well within tolerances," said Fredette. "Go by the specs in the owner's manual. I personally change piston and rings at around 1500 miles, though I'll stretch it to 2000 miles on occasion with no problem."

-Front fork seals. Fredette recommends prying off the dust cap after each race/ride and gently cleaning the dirt and muck from around the fork seal. "Your seals will last a lot

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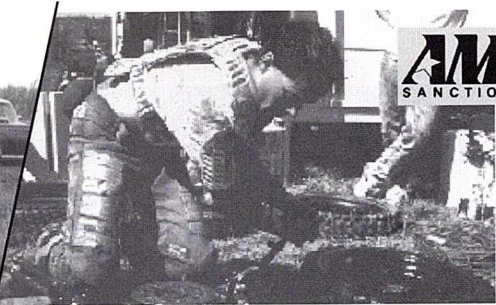
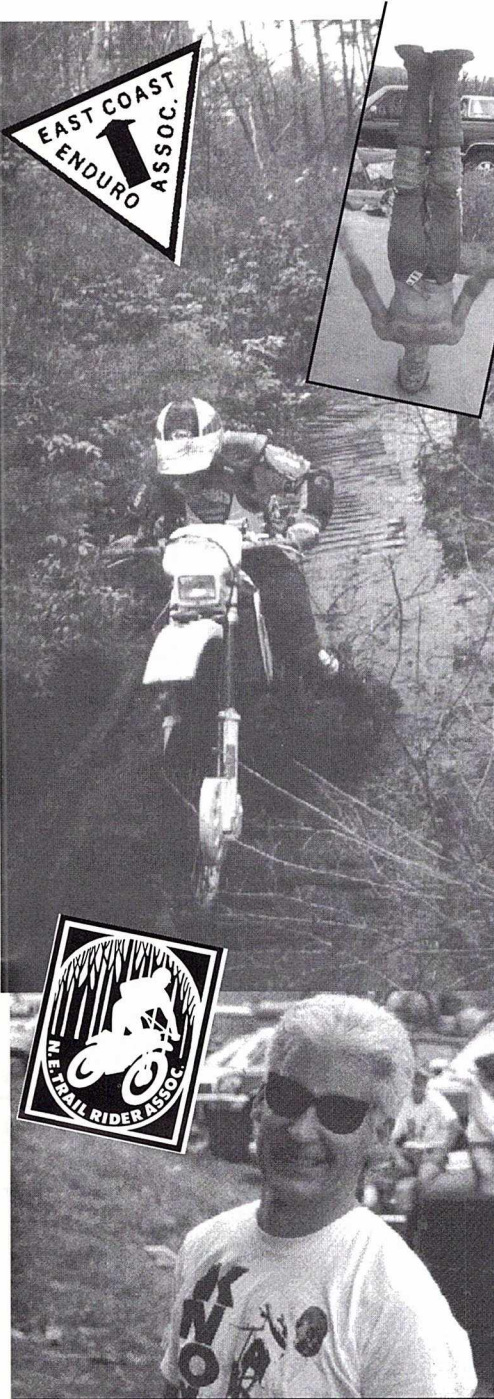
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King Of KDXs

Who is Jeff Fredette and why does he win so many races?

by Dan Anderson

Who's the toughest active off-road racer in the U.S.? Western riders tout Larry Roeseler, Eastern riders laud Randy Hawkins and Kevin Hines, and everybody tips their hat in admiration to Scott Summers. But if you use the ISDE as a barometer of overall riding ability, few Americans can top the 10 gold medals, 3 silver medals, and 1 bronze medal earned by Jeff Fredette in 14 appearances in that annual international competition.

While many off-road riders are familiar with Fredette's achievements and the fact that he has accomplished many of them on Kawasaki KDX200s, few realize that this international-caliber rider hails from the off-road hotbed(?) of northern Illinois.

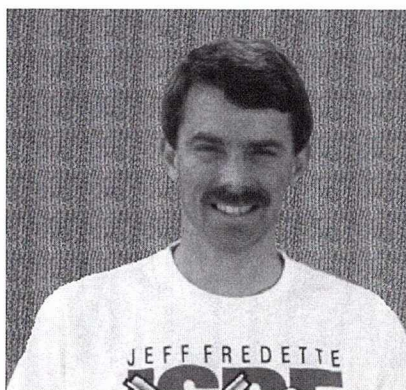
"Yeah, we don't get a lot of attention around here," he admitted, "but there have been some darned good off-road racers come out of the Midwest. Back when I was starting out we had Dick Burleson, Dane Leimbach, and Ron Ribolzi, just to name a few. I'm just kind of carrying on what they started."

Like many of us, Fredette got started riding a homemade mini-bike, inspired by watching his father compete in local off-road races. He soon graduated to Hodakas, rode Penton/KTMs for a while, spent some time on Suzukis, and finally found a home with Kawasaki KDXs. He admits that he wasn't particularly excited about Kawasakis when he started riding them.

"In '82 the Kaws were notorious for breaking down," he said, "and I probably wouldn't have went with them if it hadn't been sort of a package deal with some other sponsors. Fortunately, in '83 they came out with the KDX200. It turned out to be almost bulletproof, and it matched

my personality and riding style."

Fredette's riding style is hard to define, since he will race in any conditions, anywhere. He has raced enduros, hare scrambles, cross-country, hillclimbs, motocross, trials, flat track, desert cross country, the Novemberkassen in Sweden, the aforementioned 14 ISDEs, and is one of the dominating forces in Midwestern ice racing circles. About the only kind of



off-road racing that Fredette hasn't tried is speedway, and that's only because nobody has offered him the chance. "It can't be much trickier than ice racing, and it looks like it would be a blast!"

Of all those forms of racing, enduros are Fredette's first choice, and mucky, sloppy, bike-eating mud-a-thons are his favorite. "The worse it is the better I seem to do," he said. "I love it when it's so bad that the other fast guys start to slow down. I just shift up a gear and go."

Obviously, to persevere in such tough conditions requires super-human stamina obtained from continuous intensive training. Right, Jeff?

"Uh, well, to be honest, I'm almost embarrassed to tell you how I trained for

the '93 ISDE. The first weekend in August I rode the Michigan Trail Ride, then helped layout an enduro the last part of August. I raced local races the three weekends before we left for the ISDE, and a week before we left I laid out a little grass track behind my shop and rode it for half an hour a day for three days. That's all the riding I did, and I didn't do any conditioning or exercising at all.

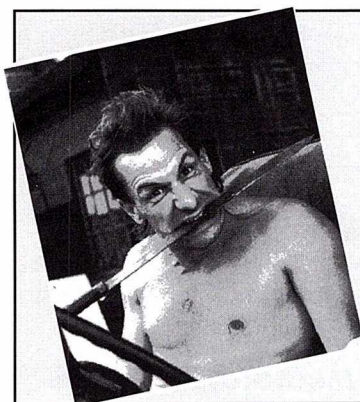
"As far as diet, I watched it pretty close all summer...I watched it from the plate, onto my fork, and then into my mouth. My motto is, 'If I can get it into my mouth, I'll eat it.'"

Obviously, Fredette has both a sense of humor and a body full of natural talent. When not riding he puts that riding talent to work at his off-road racing products company, Fredette Racing. He works with all makes of off-road bikes, but specializes in KDXs.

"I started off making and selling my Hand Savers," he said, "and it has developed into a broad spectrum off-road products company. The neat thing is that I get to combine racing some of the greatest people in the world with working with some of the nicest people in the world. I think that's what keeps me going after all these years, all the great people I've met and am going to meet."

That makes it sound like the 36-year-old Fredette plans on expanding his collection of ISDE medals, even though he is approaching an age when many riders start to cherry-pick in the local Senior class. Not Fredette.

"I plan on racing ISDEs and all the other races until they aren't fun any more," he said. "And the way things are feeling right now, that may not be for a long time. I'm still having lots of fun, winning some races, getting to travel, and meeting lots of great people. I plan to be around off-road racing for a long, long time." □



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Last Over

Continued from page 4

everybody got lost as the markings became just a little too sketchy. Luckily, Scot had been there before and knew his way out; we were joined at this point by a newly-soaked Broc, who was turning a fine shade of blue, and vowed to stick with us like tar on a new pair of Nikes if Scot knew the way.

So he did. We wallowed and buzzed and hunted and pecked our way through the course, eventually figuring out that we were breaking trail. Broc said we had the overall won—one A250 win, one A Veteran, and one A Senior. Too bad there weren't any prizes, other than first shot at the showers in Rosarito!

When we finally broke the last mountain ridge and caught sight of the ocean it was spotted here and there by blue sky. Nothing looked better! The farther north we drove up the coast highway, the more the sky opened up, until finally we were driving through warm sunshine! Welcome to the pacific, gringos!

The hotel was a nice one, but a little odd. We peeled off the wet gear right away, but then couldn't figure out how to get the hot water out of the shower. Scot jumped to the rescue and grabbed a baggage porter scurrying down the hall.

"Where's the hot water?" he said, pulling the poor man into the shower, which must have shocked him no end. "Caliente? Hot water? Which one's hot?"

Finally it dawned on the porter, and a great smile of understanding spread across his face. He strode into the shower with

confidence and stood carefully in front of Scot, mustering up his best command of the English language for the occasion:

"Ah, senior," he said, touching the left-hand faucet, "thees one ees cold." he said, carefully, so there'd be no mistake. "But thees one," he said, indicating the faucet on the right, "thees one ees much colder!"

Eventually we found the hot water we wanted, and then Bill and I went out to see the Hunk, a.k.a. Super Hunky, a.k.a. Rick Sieman, who now lives in a big house hanging off a hundred-foot cliff over the ocean, about six miles north of Rosarito. Nice place! All you can see out of the back of his house is ocean, shimmering and rolling in the sunset. Hypnotic view...I'd never be able to get any work done.

Next we roared back into town just in time for the evening feast. *Langosta* is the Spanish word for lobster, so you can imagine what we supped on. Imagine three-foot restaurant trays heaped high with bright red lobsters, a seemingly endless flow of good Mexican beer and margaritas, and bowls of rice, beans, tortillas and salsa to fill in the gaps. To our credit, I will admit that we actually walked out under our own power.

Sunday morning saw us fire up and roll out of town into bright sunshine, warm air, and magic-tacky dirt, with mud here and there. I couldn't ask for a better combination, being a staunch dust-hater from way back. The ride was quite a bit easier than the day before, proof that Jorge understands his clientele.

At the finish we were greeted by a barbecue—*carne asada*, guacamole, beans, rice, salsa, tortillas and beer. And I know that

all you guys who have been to Mexico are drooling on your boots right now.

We were loaded up and heading back to the States by about one o'clock in the afternoon. Driving under a crystal-clear blue sky, washed with sunshine and carpeted over with yellow flowers everywhere. I turned to Scot and fixed him with a questioning gaze, through my wrap-around shades, and asked the question of the day: "What if I just didn't go home?"

He laughed out loud and punched the throttle of the diesel van, chasing a ground squirrel out of the way. "You gotta go home!" he said, "You have to go back and tell everybody how much fun we had!"

So here I am. We had fun. Now you get on your bike and have some fun too, okay? □



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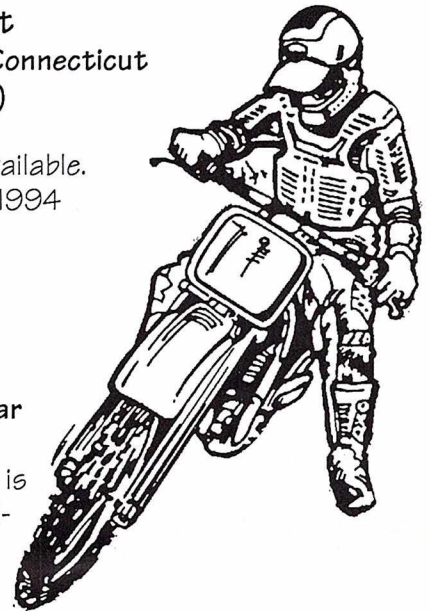
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The "One-Two" Punch

Talking to 1993's top enduro finishers, Suzuki teammates Randy Hawkins and Steve Hatch

by Mike Snyder

It's been a long ten years for reigning Enduro Champion Randy Hawkins. On Halloween 1993, he eclipsed former champion Terry Cunningham's record of 4 National Enduro titles by clinching his fifth in rainy, gloomy and cold conditions which made all but the hardest competitors retreat to the comfort of their van after the first reset.

It was an appropriate end to a very intense year. Here were the two Suzuki squad-mates, Randy Hawkins and Steve Hatch, who matched each other's overall wins at three apiece to make it one of the tightest championship seasons in recent national enduro history. The weather, along with the new starting venue, would add to the "on-equal-terms" conditions at the final event on the 1993 AMA enduro calendar.

One would have to wonder if that skinny, quiet kid with the southern accent, who competed in his first national enduro ten years ago, ever figured that he would be the one to have 20 to 30 people standing in the pouring rain waiting patiently for an autographed poster or, for that matter, if he would even be on a poster. Randy has reached that pinnacle in his career, and when you mention his name to anyone with even the smallest knowledge of dirt bikes, two words come to mind: enduros and Suzuki. He has almost single-handedly pushed the sport of enduros into a quickly recognized form of off-road competition as well as given it a polished and professional look.

Like many of his fellow champions in other forms of motorcycling, he has felt the pressure of a newcomer, but unlike many of his counterparts, he didn't falter in 1993. He will, however, be looking over his shoulder in 1994 and will most likely see a teammate's yellow front fender, a scenario similar to a scene ten years ago when he was haunting Cunningham, Melton and Hines. The teammate/competitor this time around is Steve Hatch, who finished second last year; for Randy, he was uncomfortably close at the end.

Trail Rider wondered just how two fiercely competitive campaigners, who had battled so close and hard nearly all year, could actually be good friends off the national trail. We sat down with both riders following the 1993 Delaware

National to try and find this out as well as what lay in the immediate future for both of them.

TR: Randy, did you ever figure that

for the title.

TR: What about you, Steve?

Steve: Randy's not a five time-champion for nothing. He's definitely been a contender, and once he gets his stuff together, every year he pretty much walks away with it. I was sort of keying off him early on, to try and figure out where I was in my abilities, but unfortunately, we were back in the pack a little ways. We both knew our luck was bound to change.

TR: Randy, was this your toughest season so far?

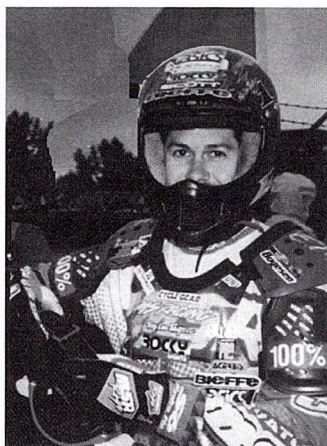
Randy: Yeah, most definitely.

This particular season has had the most competition since I've been racing the nationals. Out of all of us, Steve's the one who really picked up the pace and Kelby Pepper has as well but not as much as Steve has. I think that Kevin (Hines), Jeff (Russell) and myself have basically stayed the same so we've

got our work cut out for next year, that's for sure.

TR: What happened to you in the beginning of the year where you finished with below par results, at the first round in California as well as the second round in Georgia?

Randy: I had some problems, but like Steve said, neither of us could get any



Hatch and Hawkins, at the Delaware National showdown, 1993.

Steve would have ended up being your stiffest competition this year?

Randy: Yeah, pretty much the whole year. He showed the speed at the end of last year to where I knew he would be a threat to me this year. I also thought that Jeff Russell would have been a problem for me as well but once he got hurt, I realized that it was between Steve and myself

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luck to come our way. We would be dueling it out in the first couple of events for either fifth and sixth or eight and ninth so it just seemed like nothing got going for us. After those rounds, something clicked to where either Steve or myself would win the remainder of the events and I really can't tell you what turned our results around except that maybe luck turned out to be a factor in our favor.

Steve: Yeah, I agree. Actually, in my case enduros are strange as far as the mileage, resets and speed averages, so once everything clicks in, it's pretty neat. I figured out how to do it in the sense of where to go fast and where not to, much like I've already figured out in the Qualifier series, so that's how I've been treating it. I also graduated from college around June, and once I was able to devote 100% to my racing effort, my results definitely took a turn for the better.

TR: What do both of you think of having each other as a teammate?

Randy: I think that it's great. Steve's presence on the team has been very beneficial both in terms of motivating me and just plain hanging out together. He's definitely the new blood in national enduro competition so I'm glad that we have him on our side and I wouldn't want any other person on the national circuit other than him as a teammate.

Steve: I think he's the perfect teammate. We are good buddies and he knows that I'll do anything I can for him and he's helped me tremendously both this year and since I've been competing on the National circuit. I feel he's been where

I'm currently in my career and realizes that it's the same as when he was chasing Cunningham, so it's more or less history repeating itself. I'll be the first person to shake his hand when he wins and he'll be the first one to shake mine so that's the way it should be—you can't lose with friends like that.



TR: Randy, in 1991 you were involved in a points battle with teammate Kevin Hines at that time, and it all came down to the final round, much like this year. It's been said that there was some bad blood between the two of you. Was that actually the case and how were you able to avoid that with Steve?

Randy: Well, really there wasn't any

bad blood between Kevin and me at all. He's done a lot for me that many people don't realize, like showing me the ropes when I first started out in national competition. He's showed me a lot and I owe much of my success to him for taking the time and helping me through those early years. I don't have any bad blood against Kevin and still consider him one of my best friends. Steve's basically the same thing as he's always eager to listen to what I have to say and is always asking me questions. It sort of like Deja Vu, where I'm the veteran and showing the ropes to the new up and comer. I hope that when I'm off the pace, Steve will be there to carry it onwards for Suzuki.

TR: Randy, what motivates you year after year?

Randy: I just love to ride. When it starts to be a chore and begins to feel like a job, I'll quit and do something else, like play golf. The people associated with this particular sport are probably, in my opinion, the best group of people in all of off-road competition. The comradeship with my teammate also helped me stay with it as I like how we can push each other and still remain as good friends as we are.

TR: With you clinching your fifth title today, you've eclipsed Terry Cunningham's record of four championships. Even though you deny it, are you shooting for Dick Burleson's record of 8 titles or maybe even Bill Baird's title record of 7 championships?

Randy: No, neither of those records will ever be broken, just because of the competition now as well as the amount of races we compete in. I'm happy right now



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to be third on the all-time enduro championship winner's list.

TR: Steve, why do you feel you were in contention this year as compared to the previous couple of years and did you have a plan or just decided to come out with both guns blazing?

Steve: I think just everything was a factor this year. In the enduros, it takes the first couple of years just learning, basically. Once you do the whole circuit, you begin to get an idea of what each particular club does differently from each other. Some clubs are tricky, some are easy or really fast. It even comes down to the arrowing at each event where, at a few of the races, you really can't make out the mileage markers or the arrows are quite difficult to spot right away. I didn't really have a plan actually but I've improved my riding level to the point where I feel that I have as good a shot as anyone else out there. I started the year with the number 5 plate so even moving up to fourth overall would have been a good year and I'm especially flattered that I was even in the hunt for the overall honors.

TR: Randy, it's been basically the same group of riders that have been battling for the championship year after year since you've been with Suzuki, with the exception of both Steve (Hatch) and Kelby (Pepper). Why do you feel that there hasn't been any new blood challenging the established regime on a consistent basis?

Randy: I think that it's a sport that a lot of people don't know too much about and, if more people in the off-road world would try this form of competition, they would realize what makes it so much fun for the rest of us. Steve and Kelby are the new guys that are on the move, but it's no different than when I was coming up. Then, it was basically only Jeff (Russell), Fred (Hoess) and myself that were battling with Cunningham, Melton, Hines and Burleson. So, normally, you just see a crop of about two or three at a time trying to make their mark.

TR: With the exception of Jeff Russell, Randy, you are one of the only nationally known enduro competitors who race at quite a few cross country events throughout the year. Why do you compete at those races especially considering the risks of injury, and doesn't Suzuki worry about just that possible occurrence happening to you?

Randy: It's good practice for me. This year, however, I tried to ride them more to win than in the past, and it paid off especially at the Blackwater where I finished a close second to Fred. It's also to get out of the same rut of racing national enduros all the time and try to do something a little different. I think both Steve and I will ride more of those events next year. Suzuki gets a little worried sometimes, and sort of questions some of our plans once in a while, but as long as we let them know what we're doing and the reason why, they like us there for the publicity. If Steve and I show up at a GNCC and we get in the top five, I don't see any of their guys showing up at a national enduro and getting in the top five, so it speaks a lot for us.

TR: Randy, your mechanic, Dale Stegal,

has been a mainstay in your camp since the beginning of your career. How instrumental has he been to your racing effort as well as overall program?

Randy: Basically, I wouldn't be where I am in this sport if it wasn't for Dale. He deserves much more credit than I do. He's my best friend, he motivates me, he tells me to pick the pace up at a race and will pat me on the back or criticize me when I need it. The reason for my five championships is Dale Stegal, without a doubt.

TR: Randy, Kevin Hines recently stated in a magazine that the national enduros are, generally, too easy. Do you agree or disagree with that statement?

Randy: The enduros this past year were probably some of the easier events that I've competed in, but there's only 15 to 20 nationally-ranked AA guys and if they make races for us, they'll kill the B and C riders. We don't pay for the event, the B and C guys do so. The clubs have to keep us in mind as well, though. They can hold an 80 mile enduro that's pretty easy at first, but for the last 30 miles or so, they could end it for those guys and kick our butts.

TR: Steve, What is more important at the AA national level of enduro competition: timekeeping, concentration or sheer speed?

Steve: I think at this level, definitely

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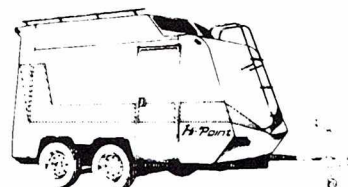
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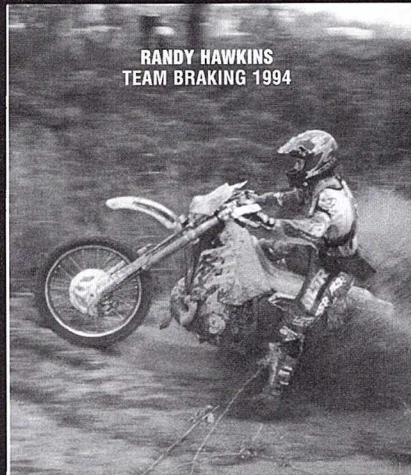
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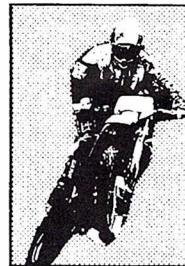
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Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic abilities.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

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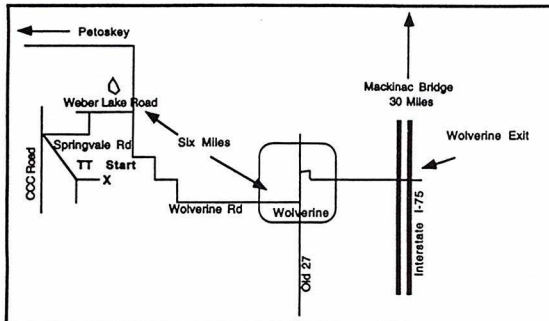
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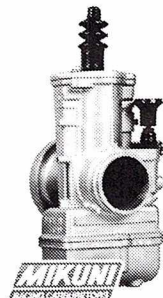
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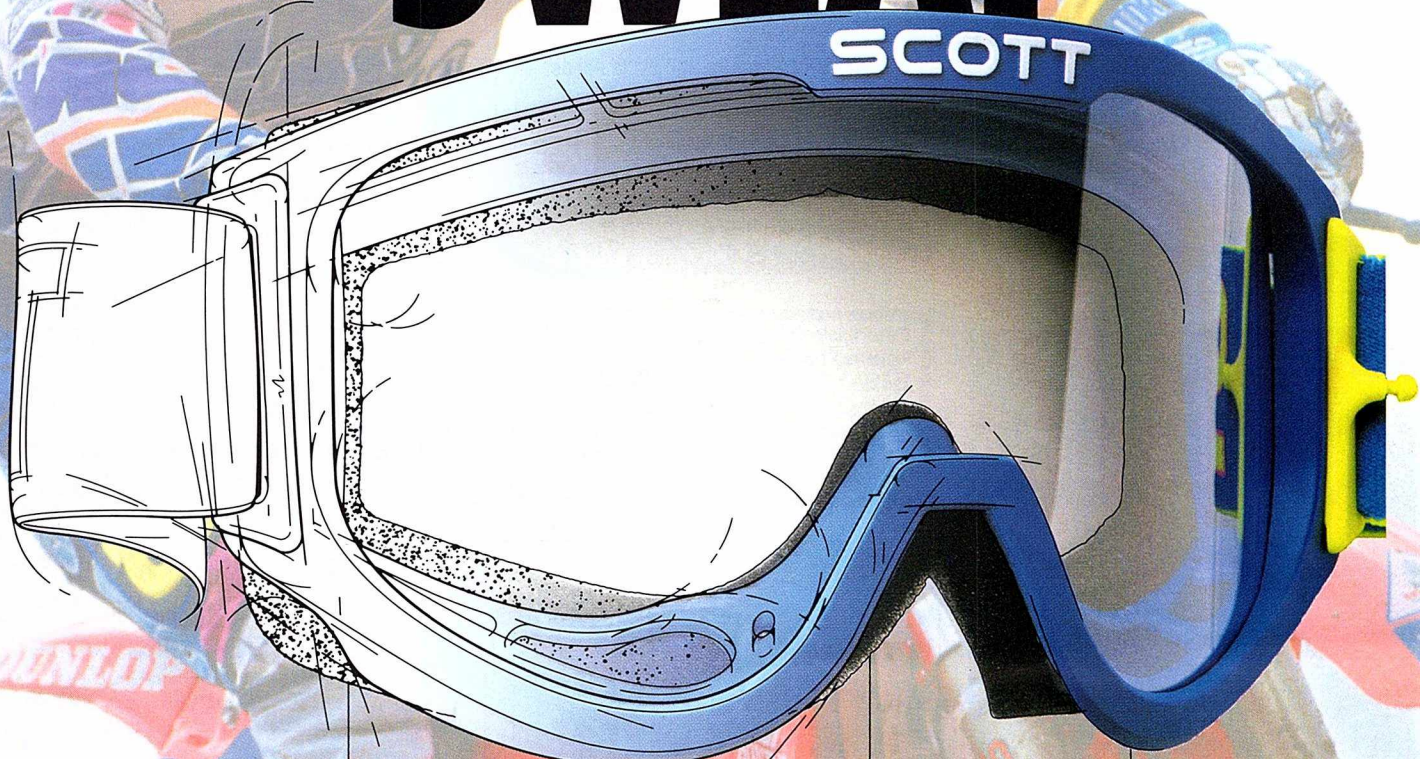
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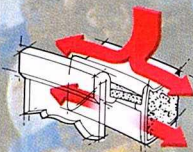


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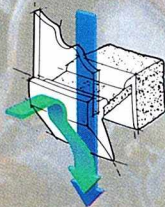
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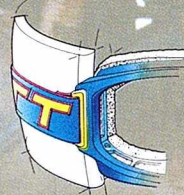
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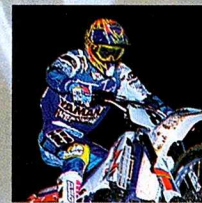
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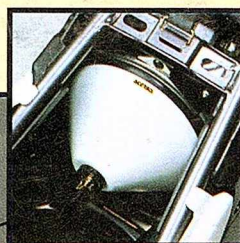
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